

**REMARKS**

Claims 27-43 are pending in this application. By this Amendment, claims 1-26 are canceled without prejudice or disclaimer, and new claims 27-43 are added and correspond to patentable claims 1-17 in Japanese Patent Application No. 2003-47888 (now patented as Japanese Patent No. 3896973-B1). No new matter is introduced.

The Office Action rejects claims 8-10 and 12 under 35 U.S.C. §112, second paragraph. However, this rejection is moot with regard to canceled claims 8-10 and 12.

The Office Action rejects claims 1-17 under 35 U.S.C. §102(b) as being anticipated by Shioiri et al. (U.S. Patent No. 6,201,312). This rejection is moot with regard to canceled claims 1-17.

Applicants preemptively submit that new claims 27-43 are allowable for at least the reasons discussed below.

Regarding independent claim 27, Applicants respectfully submit that Shioiri does not disclose or suggest processing information on a power generation cost that is a cost of generating unit power by each power source, as recited in independent claim 27. In contrast, Shioiri merely discloses evaluating the fuel consumption of a vehicle while the vehicle is in one of an electric motor running mode and a combustion engine running mode. See column 2, lines 55-67. Thus, in both modes, Shioiri is merely determining the amount of fuel that is consumed (column 3, lines 10-16) when the vehicle operated in a certain mode. See also column 6, lines 56-60.

Further regarding independent claim 27, Shioiri does not disclose or suggest adjusting a receiving power rate of an onboard electrical load or an onboard battery. As discussed above, Shioiri merely discloses choosing between an electric motor running mode and a combustion engine running mode and calculating fuel economy for the modes. However, Shiori does not

disclose or suggest that the receiving power rate of an onboard electrical load or an onboard battery is adjusted.

Regarding independent claim 42, Applicants respectfully submit that Shioiri does not disclose or suggest at least processing information on a power generation cost that is a cost of generating unit power by the onboard battery charged by the plurality of power sources, as recited in independent claim 42. As discussed above, Shioiri merely discloses calculating fuel consumption based on an electric motor running mode and a combustion engine running mode. Calculating the amount of fuel consumed is not determining a power generation cost of generating unit power by the onboard battery.

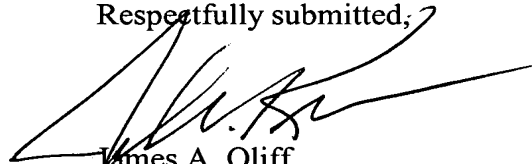
Further regarding independent claim 42, Shioiri does not disclose or suggest adjusting a discharge of the onboard battery as one of the plurality of power sources by prioritizing a power supply from one of the plurality of power sources. In fact, Shioiri is instead directed to assessing fuel consumption in a hybrid vehicle, and is silent with respect to adjusting a discharge of the onboard battery as one of the plurality of power sources by prioritizing a power supply.

In view of the above, independent claims 27 and 42 define patentable subject matter. Claims 28-41 depend from claim 27, and claim 43 depends from claim 42. Thus, Applicants respectfully submit that claims 27-43 are allowable.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable consideration and prompt allowance of claims 27-43 are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



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